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CENTRAL INTELLIGENCE AGENCY

REPORT NO. [REDACTED]

CONFIDENTIAL INFORMATION REPORT

CD NO.

COUNTRY USSR (Chkalov Oblast)

DATE DISTR. 8 Nov. 1949

SUBJECT Aircraft Plant near Chkalov

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DATE OF INFO. July 1946 - March 1949

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1. Location: The aircraft plant was located just northeast of CHKALOV (Chkalov Oblast), east of the railroad line to ORSK, in the southeastern corner of an airfield, which had an E-W runway. The airfield hangars were in the western section of the plant area.
2. Designation: Aircraft Plant No. 47.
3. Plant history: The plant was formerly in Leningrad, from where it was evacuated with its work force in 1940. It was a modern plant with excellent equipment.
4. Plant installations: Size of the plant area, 1,000x1,650 feet. There was a boilerhouse, an assembly hall (85x330 feet); a fuselage department, two magazines, a wood drying plant, a workshop for the manufacture of wings and one for the machining of aluminum sheets, a pressing and punching department, and garages.
5. Work force: About two thousand. Source was not quite sure about this number. About two-thirds of the work force, mostly technical personnel and specialists, had already worked at the plant in Leningrad.
6. Production:
 - a. According to Soviet civilians, Douglas aircraft were built during the war and until May 1946. Three shifts were worked at the plant during the war, the monthly output then being 30 aircraft.
 - b. Only one shift was worked from the end of the war until May 1946. There was a monthly output of 10 aircraft.

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c. A conversion of the production took place in May 1946. A limited series (10 to 20) of single-seat gliders was first built (length about 13½ feet, wingspan 20 to 26 feet).

d. Cargo gliders with an alleged load capacity of 10 to 12 men have been built since 1947. Description: Composite construction, plywood and fabric covering, strut-braced semi-high-wing monoplane, length 26 to 33 feet, slim fuselage when seen from below, belly-like when seen from the side, trapezoidal wings with rounded-off tips, wing span 33 to 40 feet, noticeably high rudder assembly. No detailed statements on the shape of the tail assembly. Conventional landing gear in summer, skids in winter. Paint light blue to white, Soviet star at fuselage and wings. The cargo gliders were towed by twin-engine aircraft ("smaller than the Ju-52 and larger than the Douglas") to an altitude of 3,300 feet and then released. The gliding was performed in curves. The testing was conducted so irregularly that no conclusions as to the output of the plant could be drawn from it.

7. The plant had a spur track.

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Comment:

Several concordant reports covering the post-war period have been received on the CHKALOV (Chkalov Oblast) Aircraft Plant No. 47.

The plant is a relatively minor installation with a work force of about two thousand men. It specializes in the production of all-wood aircraft.

After a temporary post-war suspension or at least considerable reduction of the aircraft production, the building of planes was reportedly resumed in the course of 1946.

The production of twin-engine all-wood aircraft (the Yak-6 or Yak-8, erroneously also called Douglas) was repeatedly reported for 1947/48. The manufacture of cargo gliders also seems probable.

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plant area to be 1,650x3,300 feet, and assembly hall dimensions to be 100x330 feet.

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